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recommended to the thoughtful consumer. They are a real contribution where trustworthy statistics have been entirely lacking.

SARAH S. W. WALDEN.

#### NEW BOOKS

BARBER, H. L. *Story of the automobile; its history and development from 1760 to 1917, with an analysis of the standing and prospects of the automobile industry.* (Chicago: Munson & Co. 1917. Pp. 48.)

WEEKS, L. H. *A history of paper manufacturing in the United States, 1690-1916.* (New York: Lockwood Trade Journ. Co. 1917. Pp. 352. \$3.)

WUPPERMAN, H. *The enameled ware industry of Germany.* (New York: Printed by Froman & Hacker. 1917. Pp. 93.)

*Abstract of the census of manufactures, 1914.* (Washington: Bureau of the Census. 1917. Pp. 722.)

### Transportation and Communication

*The Kentucky River Navigation.* By MARY VERHOEFF. Filson Club Publications, No. 28. (Louisville: John P. Morton and Company, Publishers to the Filson Club. 1917. Pp. 257. \$3.50.)

This volume makes a twofold contribution to the industrial history of the West; first, as a study of the commercial development of the country tributary to the Kentucky River; and second, as a critique of the policy of river improvement as applied to that stream. The commerce of the river is studied mainly from the point of view of river improvement. The leading topics discussed in the volume are: (1) river improvement; (2) river commerce; (3) relation of commercial growth to river improvement; and (4) mountain traffic in relation to river improvement.

During the régime of state activity, which extended to 1880, various methods were employed to secure funds for the work, including improvement by companies chartered by the legislature, and appropriations by the state itself. The author is of the opinion that financially this work was a failure (p. 30). From 1880 to 1906, the federal government appropriated over \$4,100,000 for the improvement of the Kentucky, but no permanent increase in the traffic of the river resulted (p. 36).

With reference to the relation of river commerce to the development of the tributary country, the author points out that as soon as rough trails were sufficiently improved to accommodate pack-

horses and wagons, they offered a shorter and safer passage to and from the Ohio and the interior settlements than did the Kentucky; thus traffic on that river was for many years insignificant (p. 48). During these years, situation on one of the great highways leading into the state was of more importance for industrial growth than location on the river. Commercially, the river towns compared unfavorably with the highway centers where the transmontane routes intersected those from the Ohio (p. 77). Because of their isolated position, the river towns were important chiefly as points of shipment for outbound freight (p. 78). Moreover, the introduction of the steamboat on the Ohio brought about serious conditions for the Kentucky River settlements, since large vessels could not navigate that stream, and to avoid rehandling, manufactures moved to the Ohio River; the preëminence of the central basin of the Kentucky became a thing of the past (p. 101). By the time that improvement was resumed on the river the Blue-grass counties had almost ceased to use it for commerce. Henceforth, it was the mountain region which was looked to as the chief source of traffic. But the improvement of this section was delayed to such a late date that the railroads offered a better means of communication than the improved river.

Limiting the area of observation to one stream, the author has had the opportunity to study intensively the effect of the improvement policy over a long period. In general, the conclusions reached in the volume are that "the benefit derived by commerce from the Federal slack-water system up to the present has not been commensurate with the sums expended" (p. 112); that "it is doubtful that the river commerce will be appreciably augmented by shipments from the coal field when the slack-water system is finished and navigation opened to Beattyville"; and that "the gradual absorption by the railroads of the mountain traffic renders the slack-water system of little value. As matters stand at present the improvement represents a waste of money, labor and engineering skill" (p. 120).

On the whole, the author has proved her contentions. The method of handling evidence, however, is often troublesome to the reader, since important proofs are usually included in the footnotes, and the reader obtains the idea that many of the statements in the body of the text are assertions. One would like to have a discussion of some of the larger matters relating to river improvement; namely, the questions of flood control, conservation of for-

ests, use of water for power purposes, and conservation of the soil in the valley of the stream. But of these topics the author has little or nothing to say.

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*Principles of Railroad Transportation.* By EMORY R. JOHNSON and THURMAN W. VAN METRE. (New York: D. Appleton and Co. 1916. Pp. xix, 619. \$2.50.)

This is really the fourth edition of Johnson's *American Railway Transportation*, though it appears under a new title and a joint authorship. The book contains no preface, consequently there is no explanation given for the change of title and none is apparent from the contents of this latest revision.

Part I, The American Railroad System, though somewhat amplified and brought down to date, is essentially unchanged. Most of the old illustrations are retained, but a few new ones representing the latest developments in railway equipment have been added. Part II, The Railroad Service, required and has received a somewhat more complete revision. A still more thoroughgoing revision might well have been undertaken. For example, it may have been true thirteen years earlier that electrical engineers were handicapped by "their present incomplete knowledge of the force with which they are dealing," but in 1916 a more nearly adequate statement of what they have recently accomplished with electric traction might have been made. So also it seems hardly worth while to repeat the predictions of Dr. Weyl, made fifteen years ago, respecting the future development of passenger traffic and street railways, unless some progress has been made toward their fulfilment. As an offset to these criticisms, however, mention may be made of the very satisfactory exposition of the new regulations and rate systems imposed by the Interstate Commerce Commission upon the express companies.

Part III, The Railroads and the Public, dealing as it does with rate agreements, pools, etc., presents little that requires revision, as these things were largely historical in character when the first edition was published in 1903. The chapter on rate making in practice has been greatly improved, but the description of the principal rate systems of the country, introduced in this edition for the first time, are hardly adequate, and no mention is made of the recent struggle of the railroads for a general increase in rates and fares.